He then urged the need for a market at Mayyanad and requested the Government to open one near the Mayyanad Railway Station.

Lastly, the Member spoke on the desirability of connecting the Mayyanad Railway Station with the main central road by opening a branch road.

President's reply.—Your suggestion to include co-operation in the curricula of studies in schools is under the consideration of Government.

As regards the registry of lands in the Pattanapuram taluk, applied for by your society, it is found that these lands have not yet been disafforested. After these lands are disafforested, a notification will be issued and your application will be then considered.

As regards the opening of a market at Mayyanad, the Co-operative Registrar says that he has addressed the Peishkar on the matter.

As regards the road from the Mayyanad Station mentioned by you, the Chief Engineer will be addressed.

50. Certain disabilities of merchants and suggestions for helping them.

Mr. K. C. Eapen B. A. (Member, Trading Classes, Trivandrum) represented the disabilities of the trading classes in Travancore. He said that they expected to find in the opening Address of the Dewan some announcement which might afford relief to them and remove some at least of their grievances, but they were disappointed. In every country a special place was being given to commerce and every endeavour was being made to encourage it by the formation of a separate department for the purpose. They had a Director of Agriculture and a Director of Industries. There should be a State Department for the promotion of trade and commerce. There was at present no responsible official in the State service who might be consulted in mercantile matters. Such an officer was highly necessary in the paramount interest of the traders themselves. Perhaps, when Mr. A. Gopala Menon, who was undergoing training in England in mercantile matters, returned, he would, it was presumed, be of use to the State and the further development of trade and commerce would receive more stimulus. But there was also a fear in the mind of some people that he might be given a promotion elsewhere. Incidentally, the Member referred to the case of a merchant at Chalai, Trivandrum, whose liabilities were Rs. 50,000 and assets Rs. 35,000, on whom a notice had been served for an income-tax of Rs. 1,000. The Member regretted that there was no union among merchants and that they did not understand their importance in the economy of the State. The need for a Department of Trade and Commerce was great, for the merchants were suffering great loss when they had to export their goods. As such export had to be done through European agency, that agency had to be given some commission. The ship-building industry was another line in which a Commercial Department of the Government could do a great deal. For failure of Government aid, that industry had declined. As an instance of the need for an official organisation, the Member mentioned that, in connection with a contract entered into by Government for the supply of corrugated iron sheets for the Devaswom Department, a loss of Rs. 75,000 was incurred. That was his information which might or might not be accurate. The Government were giving loans for agricultural and industrial enterprises. The same should be done in regard to trade and commerce also. Though the participation of the State in the Cochin Harbour Scheme had discouraged Travancore merchants, it was highly gratifying to know that our Government would secure equal shares with those of Cochin and British India.

The Member next stated that, though the extension of the railway from Nagercoil to Trivandrum was, no doubt, beneficial, the Kottarakara–Alwaye line was more useful and urgent. He also emphasised the need for the extension of railway to the heart of the town of Trivandrum. He suggested that the Commercial School at Alleppey which, according to Government, was waning should be removed to Trivandrum, as, in that case, its strength would increase. When the Government were convinced of the success, on a commercial scale, of any particular industry like pottery, a factory should be opened for the promotion of that industry. That was not being done now. Another matter about which the Member spoke was that some of the contractors of the Public Works Department in Trivandrum for 1097 had not

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been paid their bills till 1099. The Member also submitted that the Chakai Railway station should be extended to the town. The next request of the Member was that substantial encouragement might be afforded to indigenous banking concerns. No doubt, sometime ago a loan was offered to a Quilon Bank, but the conditions laid down were such that the bank had to decline the offer. The scheme of a State-aided Bank should be brought into operation as early as possible. The representation of mercantile interests on the directorate should be adequate. The Government seemed to be obsessed with the idea that indigenous banking concerns should not have any voice in the management of that bank. It was a fundamentally wrong idea, and it had been vigorously criticised by the Economic Development Board. The Member thanked the Government for not accepting the proposal of the Registrar of Joint Stock Companies to enact a law restricting the freedom of Joint Stock Companies.

President's reply.—You suggest the organisation of a Department of Commerce and the appointment of a special officer at the head of that department. Your representation is noted for consideration.

As regards the loss entailed on account of the purchase of corrugated sheets for the Devaswom Department, the matter will be enquired into.

About the Railway from Kottarakara to the Cochin Harbour and about the State-aided bank, Government are unable to make any pronouncement at present.

As regards the delay in the matter of payments to certain contractors in Trivandrum, the Chief Engineer will be asked to make enquiries.

As regards the extension of the Railway into Trivandrum Town, that matter will be noted for further consideration.

V. PUBLIC WORKS.

51. Roads in the Planting Districts.

Mr. E. T. C. Farr (Member, South Travancore Planters' Association) drew the attention of the Government to the bad condition of the last five miles of the Pattanapuram—Konni road and the urgent need for more permanent work being done there than the usual maintenance grant would allow. The work was estimated to cost Rs. 20,000 and a provision of Rs. 5,000 had been already applied for to commence the work. In view of the present state of the road and the probability of its becoming well-nigh impassable for vehicular traffic during rains, he regretted that the amount asked for was not sanctioned by the Government. He also referred to the bridge on the 8th mile on the same road which was dangerous for wheeled traffic. He said that the platform in particular stood in need of immediate repair. Lastly, the Member wanted to know whether any work was being done on the first three miles of the Vadasserikara-Lahai road, which was in utter disrepair.

President's reply.—As regards the Pattanapuram-Konni road, an estimate for Rs. 19,900 is ready for metalling that road. The Finance Committee has not approved of the work of it. The work will be provided for in the next year's budget.

Then as regards the bridge on the eighth mile in the same road, orders will be issued to the Division Officer to carry out that work.

As regards the three miles of the Vadasserikara-Lahai road referred to, the bad portions have been ordered to be repaired.

52. Kottayam—Kumili road.

Mr. A. R. St. George (Member, Central Travancore Planters' Association) urged the need for permanently maintaining certain portions of the Kottayam—Kumili road between Kottayam and Mundakayam in good order. He pointed out that, even after making every allowance for the very bad monsoon, that portion of the road between the 15th and the 31st miles had been entirely neglected. Peermade was dependent for estate transport on motor lorry service from Kottayam to Mundakayam and the condition of that road last year had rendered the maintenance of a regular and adequate motor transport service very difficult. But the lorries themselves were being taxed very heavily. The Member said that, including toll and

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